



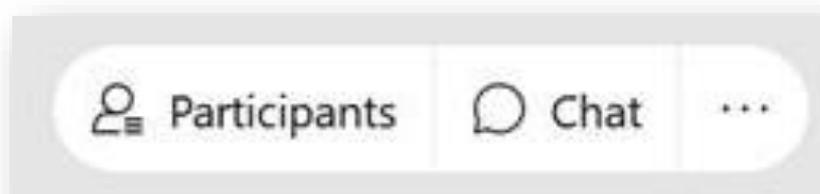
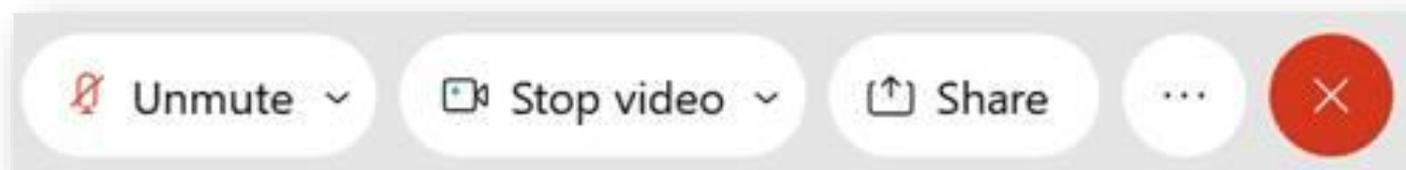
Senior Agency Staff Group Meeting #15

*Members join meeting via
WebEx link in calendar invite*

Department of Community Services
Transportation Division
June 10, 2021

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Liz Stoppelman:

(916) 200-5123

Liz.Stoppelman@hdrinc.com



Agenda

1. Welcome, Introductions & Housekeeping
2. Project Update
3. Cost Saving Measures Under Analysis
4. Workplan Update
5. Open Discussion
6. Next Steps



Introductions and Roll Call

Senior Agency Staff Group and Project Management Team

- **Mark Lear**, Portland Bureau of Transportation
- **Brian Monberg**, City of Gresham
- **Chris Deffebach**, Washington County
- **Malu Wilkinson**, Metro
- **Mike Bezner**, Clackamas County
- **Steve Witter**, TriMet
- **Mike Morrow**, FHWA
- **Sam Hunaidi**, ODOT
- **Katie Morrison**, Sen. Kathleen Taylor's Office
- **Dan Bower**, Portland Streetcar
- **Greg Theisen**, Port of Portland
- **Lucy Williams**, Rep. Smith Warner's Office
- **Brett Horner**, Portland Parks and Recreation
- **Tate White**, Portland Parks and Recreation
- **Liz Smith Currie**, MultCo
- **Chris Fick**, MultCo
- **Jessica Berry**, MultCo
- **Jeston Black**, MultCo
- **Jon Henrichsen**, MultCo
- **Emily Miletich**, MultCo
- **Jamie Waltz**, MultCo
- **Brendon Haggerty**, MultCo
- **Patrick Sweeney**, PBOT
- **Teresa Boyle**, PBOT
- **Emily Cline**, FHWA
- **Shaneka Owens**, FHWA
- **Alex Oreschak**, Oregon Metro
- **Mike Baker**, DEA
- **Suzanne Carey**, DEA

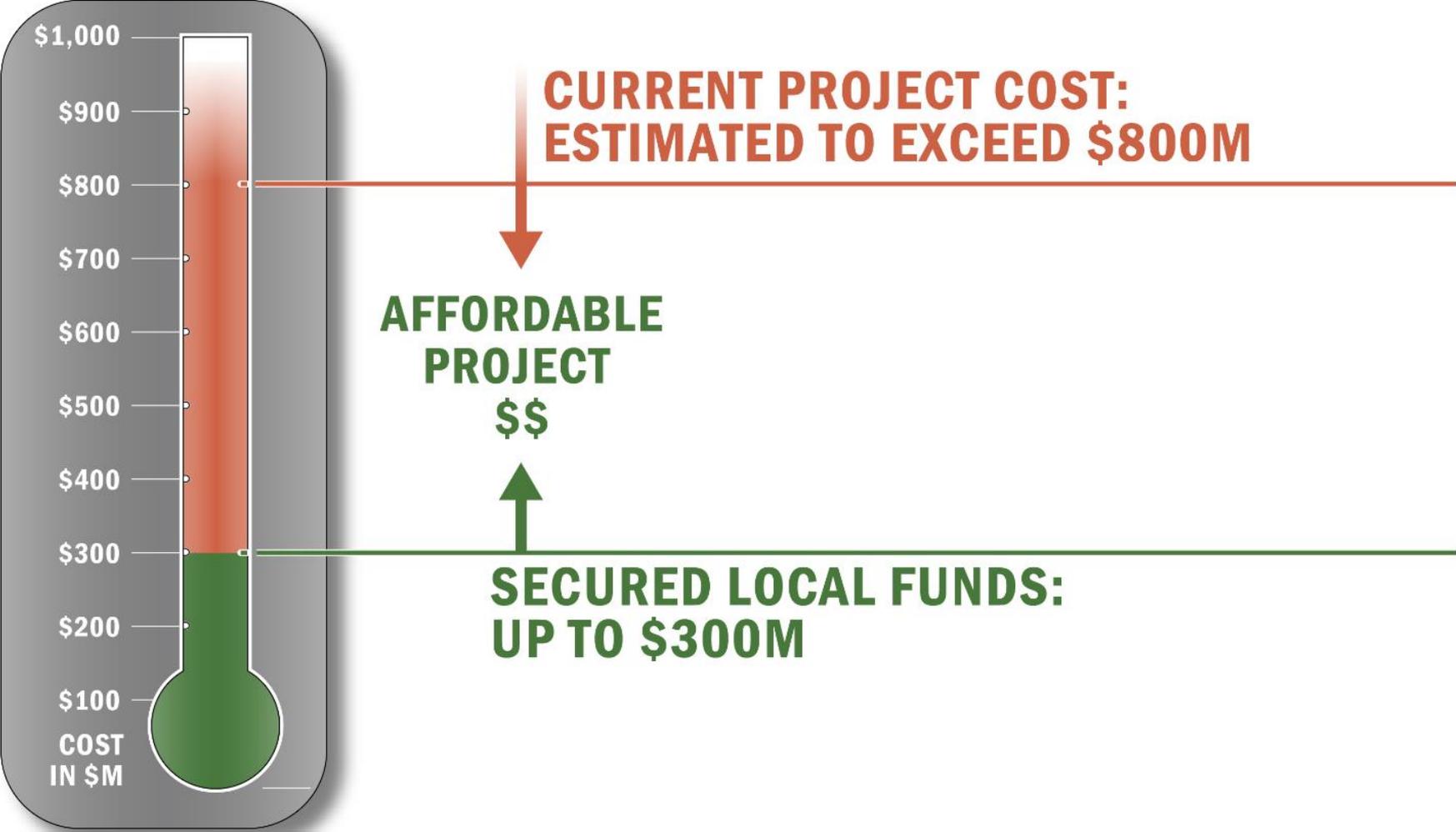




Project Update

Funding Context

Must achieve an affordable Project to be viable



Note: City of Portland and other local cities agreed to forego VRF revenue to provide financial support of the project.

Project Update

Funding Opportunities and Approaches

Funding Opportunities

- Federal Transportation & Infrastructure Package
- Federal RAISE Grant
- Potential Future Regional Transportation Bond Measure
- Multnomah County Vehicle Registration Fee (secured)



Approaches

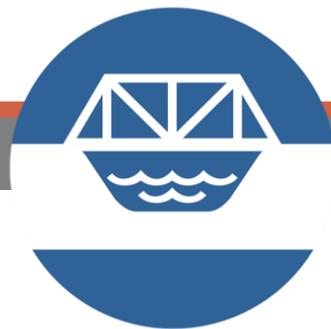
- Cost reductions
- Establishing a cost cap



Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
 - Seismic resiliency
 - Emergency response and regional recovery
 - Long term transportation needs
- Maintain County's equity lens
- Fiscal responsibility





Technical Update

Cost Saving Measures Under Analysis



Cost Saving Measures

Range of Cost Saving Options being Considered

1. Bridge-specific Changes
 - 1a. Bridge Types
 - 1b. Bridge Width
 - 1c. Approach Span Lengths
2. Property Impacts / ROW Acquisition
3. Connections to Skidmore MAX, Eastbank Esplanade
4. Aesthetic Enhancements
5. Delivery Method



Cost Saving Measures NOT Pursued

Things we considered but chose NOT to pursue

The Project will not:

- Reduce seismic design criteria
- Eliminate potential for future Streetcar
- Reduce to three vehicular lanes
- Eliminate capacity for oversized and specialized heavy haul vehicles
- Reduce bike/ped width to less than 14-feet
- Remove the crash worthy barrier between vehicular lanes and bike/ped space



West Approach Bridge Type

Girder Type with Two Supports in Waterfront Park

Existing condition



West Approach Bridge Type

Girder Type with Two Supports in Waterfront Park

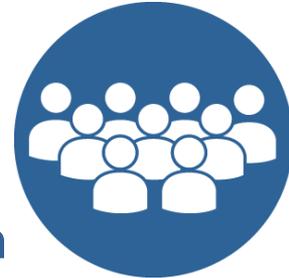
**\$5 - \$10M
Savings**



(UNDER ANALYSIS)

Design Advice:

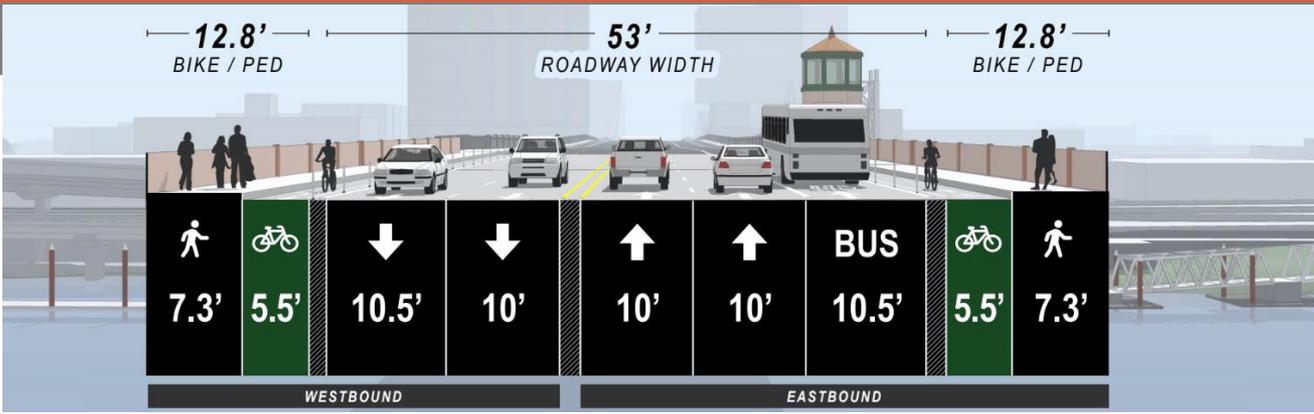
- Due to visual impacts to historic districts, Girder west approach option best meets zoning code and historic guidelines
- Minimize impacts to views by building bascule movable
- Cable Supported offers similar scale and visual cohesion to east side building heights
- Cable Supported offers more transparency
- Preference for asymmetry due to distinct differences in urban fabric on west and east sides



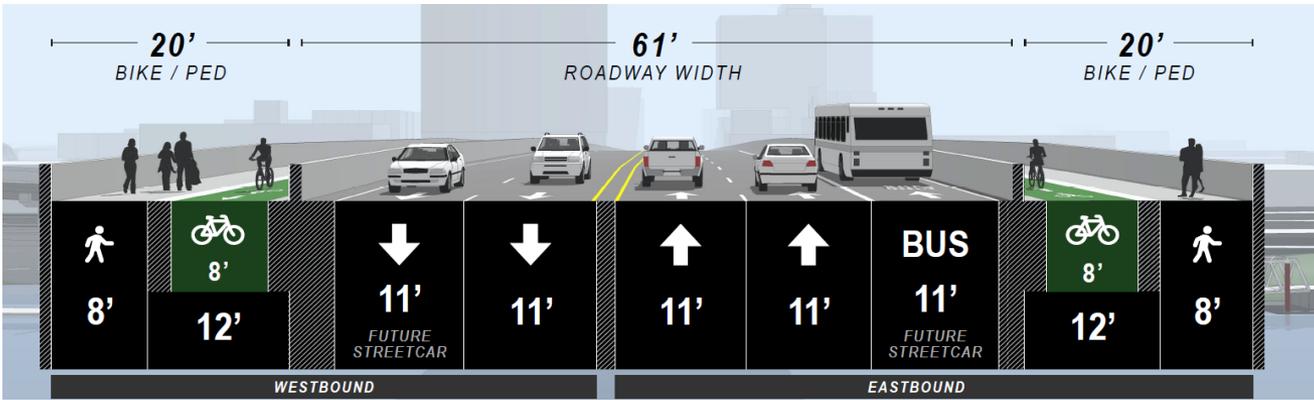
Bridge Cross Section

Narrower Bridge

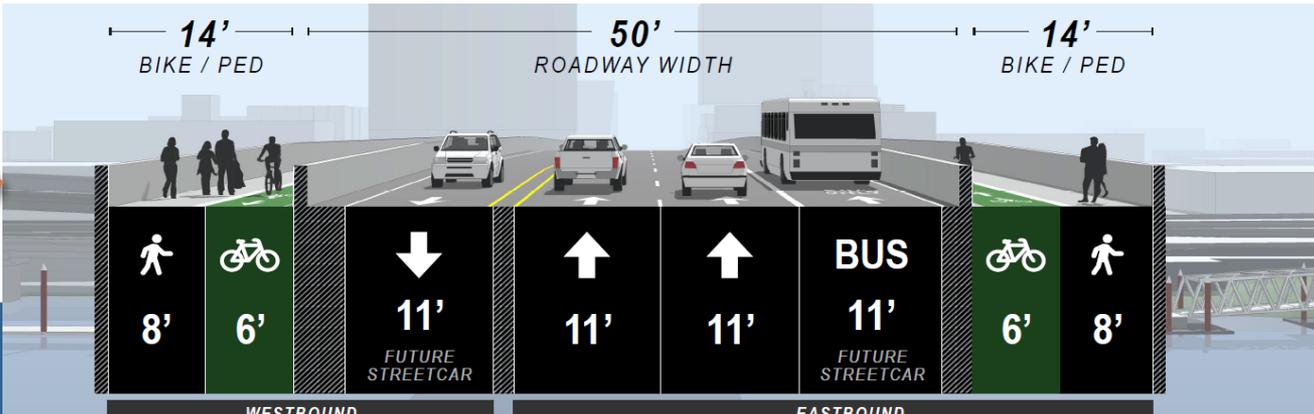
Existing Cross Section



DEIS Cross Section



Refined Cross Section Under Analysis

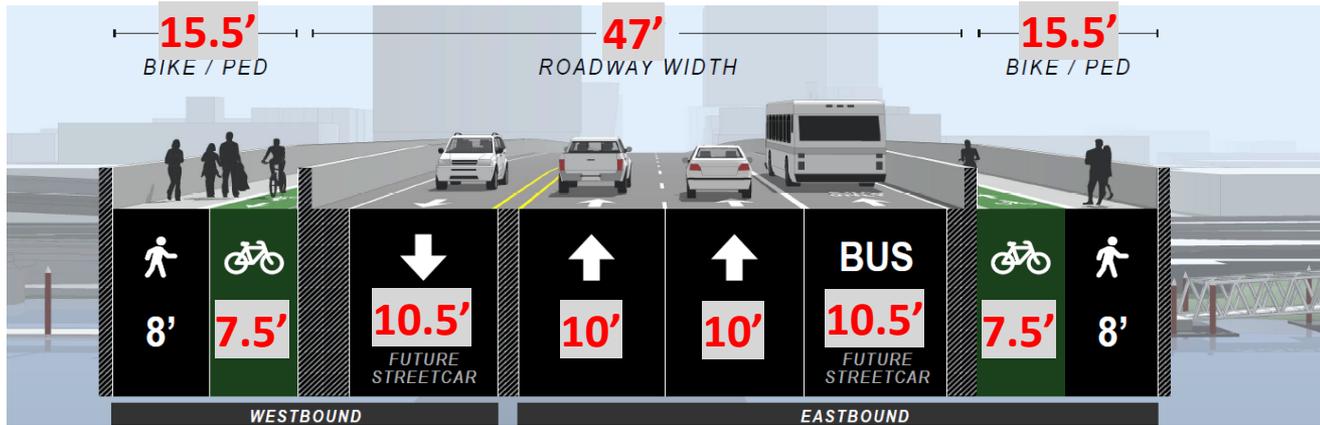
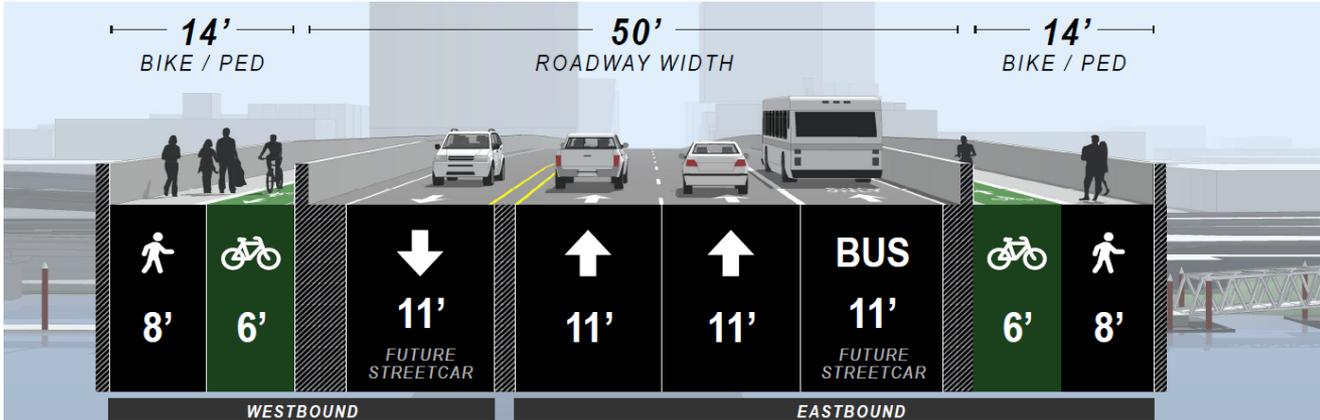


\$140 - \$165M Savings

Bridge Cross Section

Narrower Bridge: Space Allocation Options

Project team will study various ways space could be allocated as part of the Multi-Modal Working Group meetings



* Note: Buffer between bike / pedestrian spaces not shown

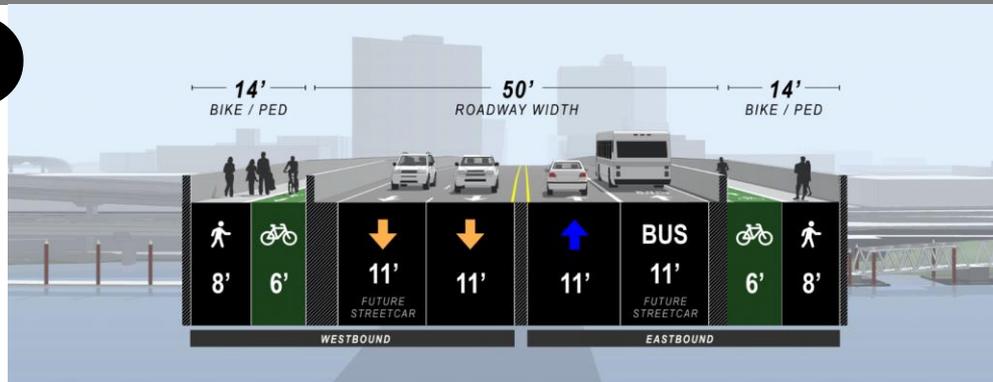
Traffic Lane Configurations

Three Study Options

Option 1 (Balanced):

2 WB General Purpose + 2 EB (1 General Purpose and 1 Bus lane)

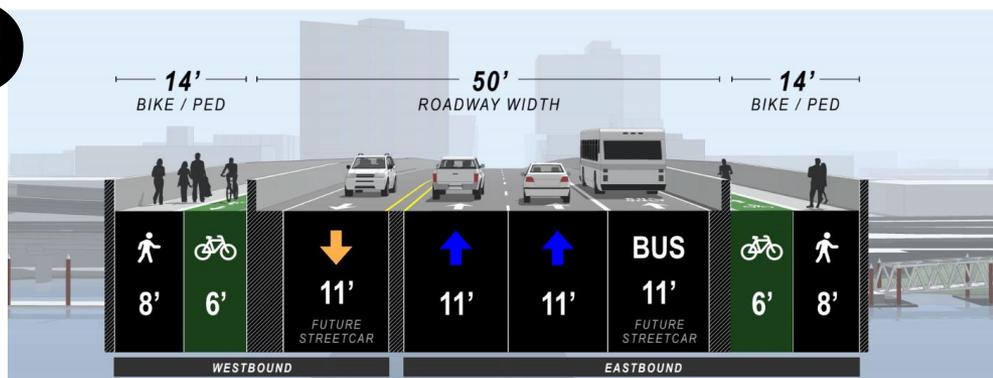
1



Option 2 (EB Focus):

1 WB General Purpose + 3 EB (2 General Purpose and 1 EB Bus lane)

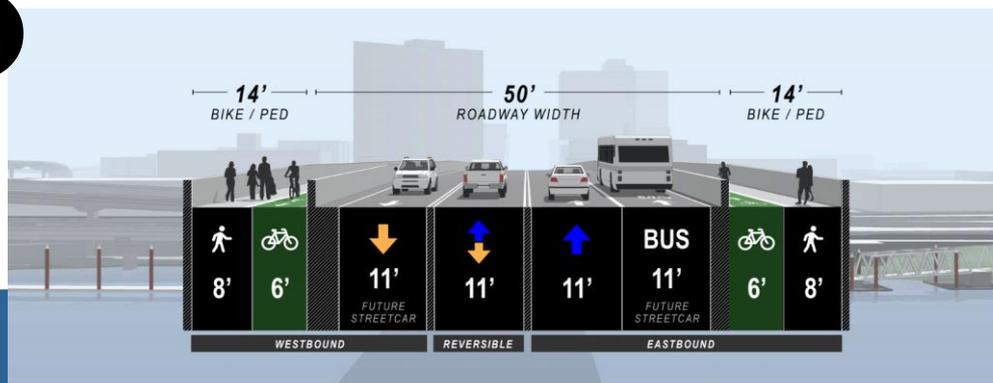
2



Option 3 (Reversible Lane):

1 WB + 1 Reversible Lane + 2 EB (1 GP and 1 Bus lane)

3



(UNDER ANALYSIS)

5. Skatepark Column Relocation

DEIS Preferred Alternative



**400' long extended steel girder span
over Burnside Skatepark and 2nd Ave**

Burnside Skatepark

2nd Ave



Does not apply to Cable Stayed bridge type

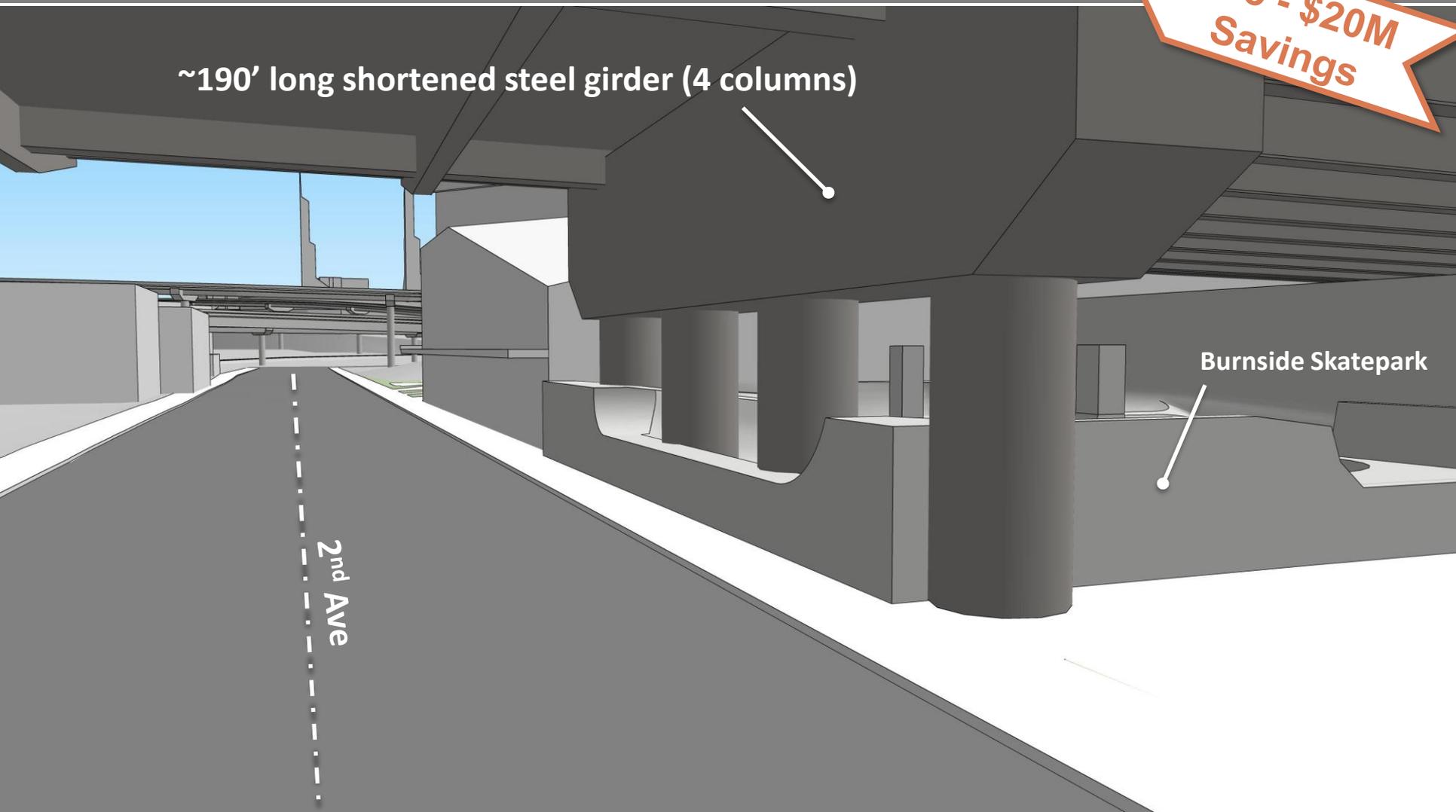
5. Skatepark Column Relocation



TIED ARCH ONLY: Alt 1, partial Skatepark impact

\$15 - \$20M Savings

~190' long shortened steel girder (4 columns)



2nd Ave

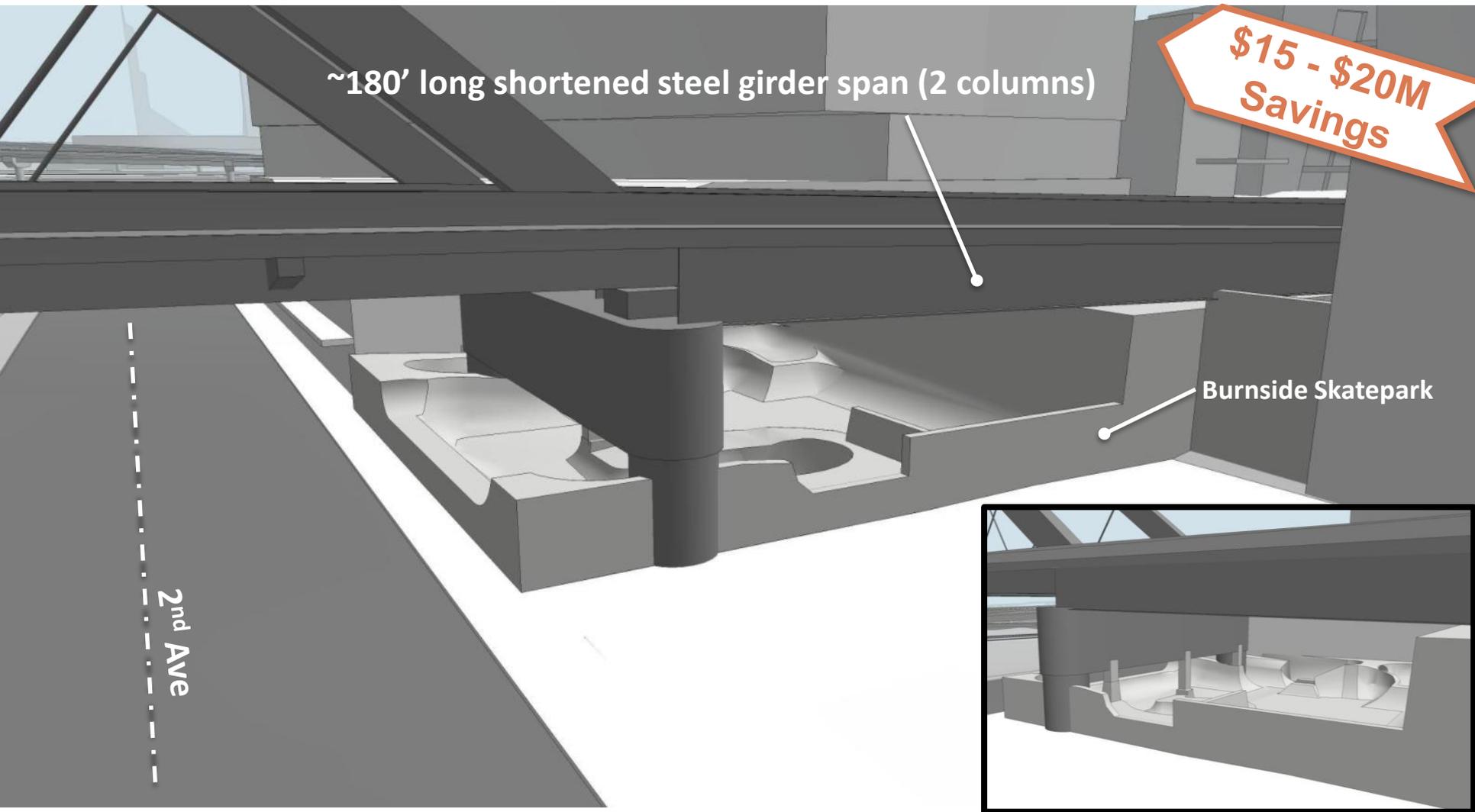
Burnside Skatepark



Cable Stayed bridge type likely avoids a permanent Skatepark impact

5. Skatepark Column Relocation

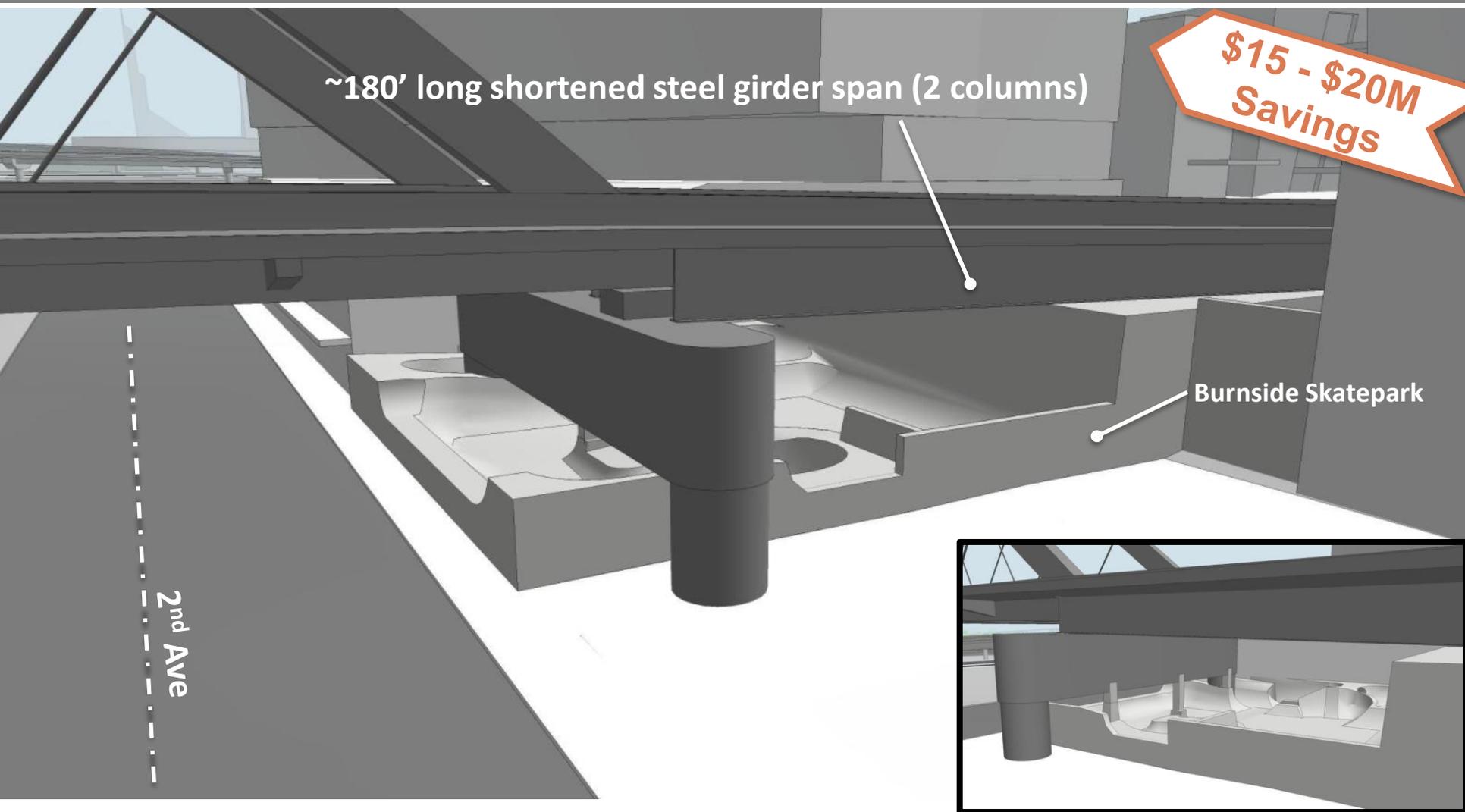
TIED ARCH ONLY: Alt 2, partial Skatepark impact, two column support



Cable Stayed bridge type likely avoids a permanent Skatepark impact

5. Skatepark Column Relocation

TIED ARCH ONLY: Alt 2b, partial Skatepark impact, two column support



Cable Stayed bridge type likely avoids a permanent Skatepark impact

5. Skatepark Column Relocation



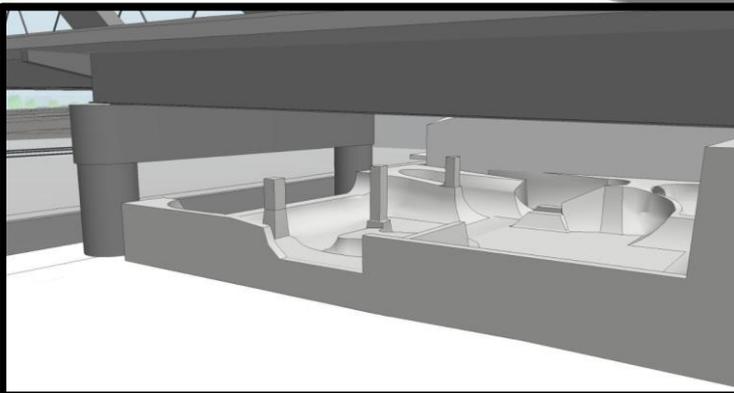
TIED ARCH ONLY: Alt 3, avoids Skatepark

\$15 - \$20M Savings

~210' long shortened steel girder span

Burnside Skatepark

2nd Ave

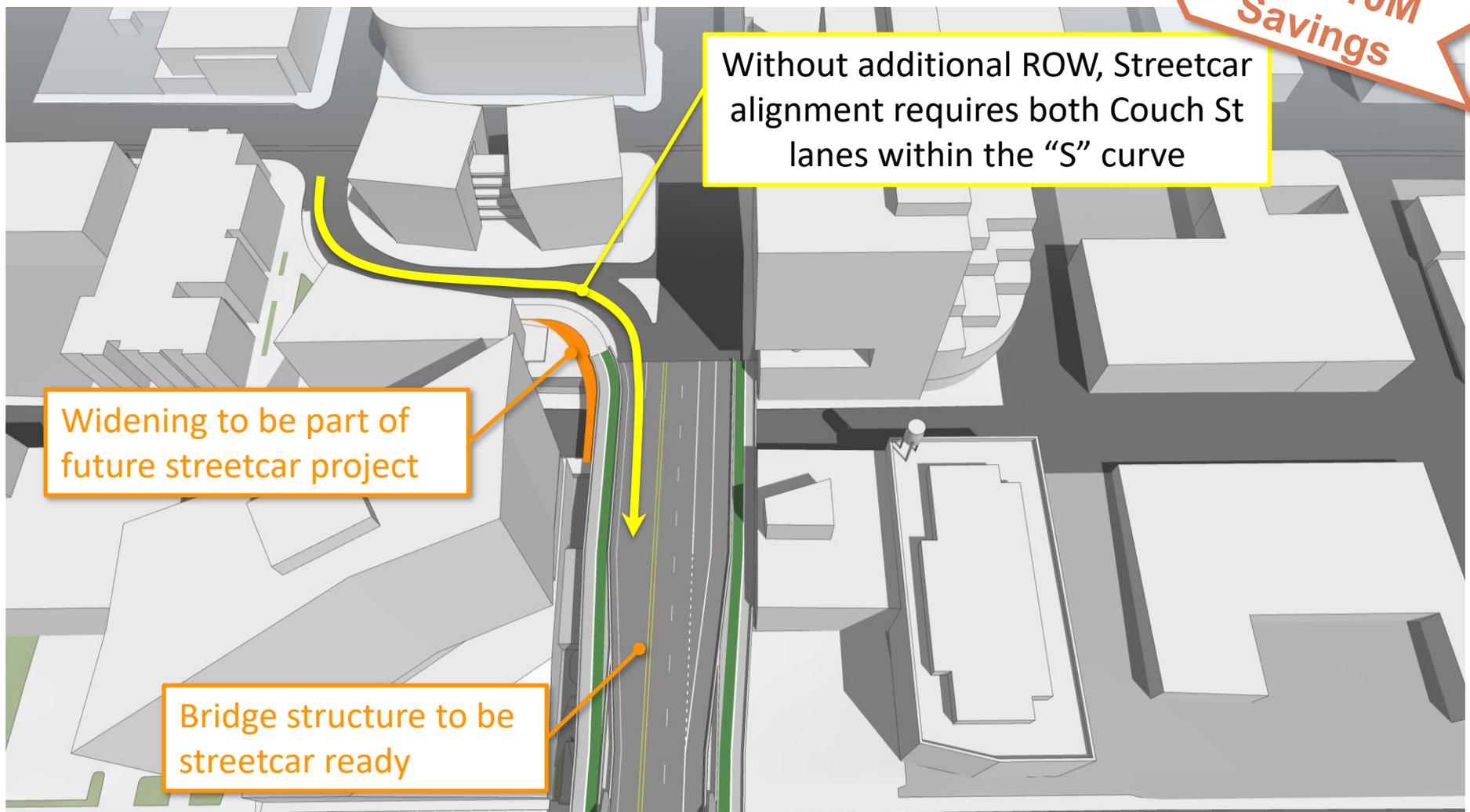


Cable Stayed bridge type likely avoids a permanent Skatepark impact

2. Property Impact / Right of Way

No Permanent ROW Impacts for Streetcar

\$5 - \$10M
Savings



(UNDER ANALYSIS)

3. Connections to MAX / Esplanade

County to fund least cost option to facilities below

**North & South Stairs to
Skidmore Max Station**



Owner: Multnomah County

**South Stairs to
Eastbank Esplanade**



Owner: City of Portland



Cost-saving Measures

Range of Cost Saving Options being Considered

Topic Buckets	Cost Savings Item	Preliminary Cost Savings Range
1a. Bridge Specific	Girder vs Long Span (on West Approach)	\$5M to \$10M
	Cable Stayed vs Tied Arch	(Pending Type Sel.)
	Lift vs Bascule	(Pending Type Sel.)
1b. Bridge Width	Roadway reduced from 5 to 4 vehicle lanes	\$85M to \$100M
	Sidewalks / Bike lanes reduced from 20' to 14'	\$55M to \$65M
1c. Approach Span Lengths	Additional columns (i.e., Burnside Skatepark)	\$15M to \$20M
2. Property Impacts / ROW Acquisition	No ROW Acquisition on Couch Couplet for Streetcar	\$5M to \$10M
3. Connections to MAX / Esplanade	Cap County contribution to least-cost option	TBD
4. Aesthetic Enhancements	Limit Aesthetics / Lighting / Urban Design/ Landscaping	\$5M to \$10M
5. Delivery Method	“Best Value” Bid vs CM/GC Delivery	TBD
Cost Savings Range:		\$175M - \$220M





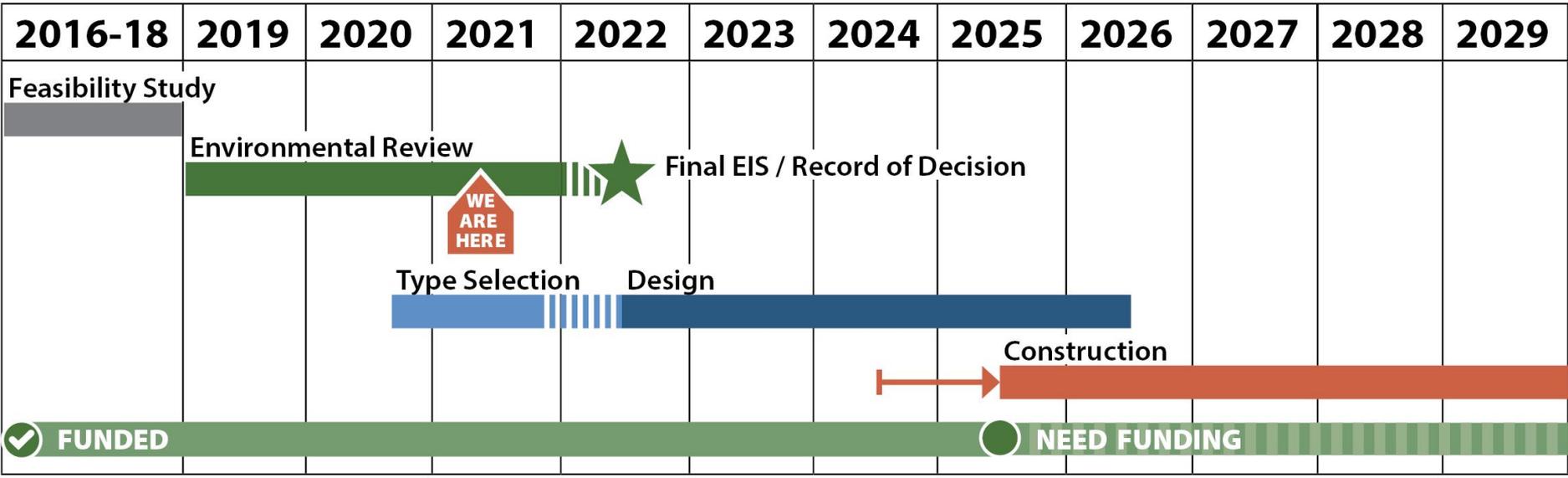
Open Discussion and Questions





Workplan Update

Project Timeline

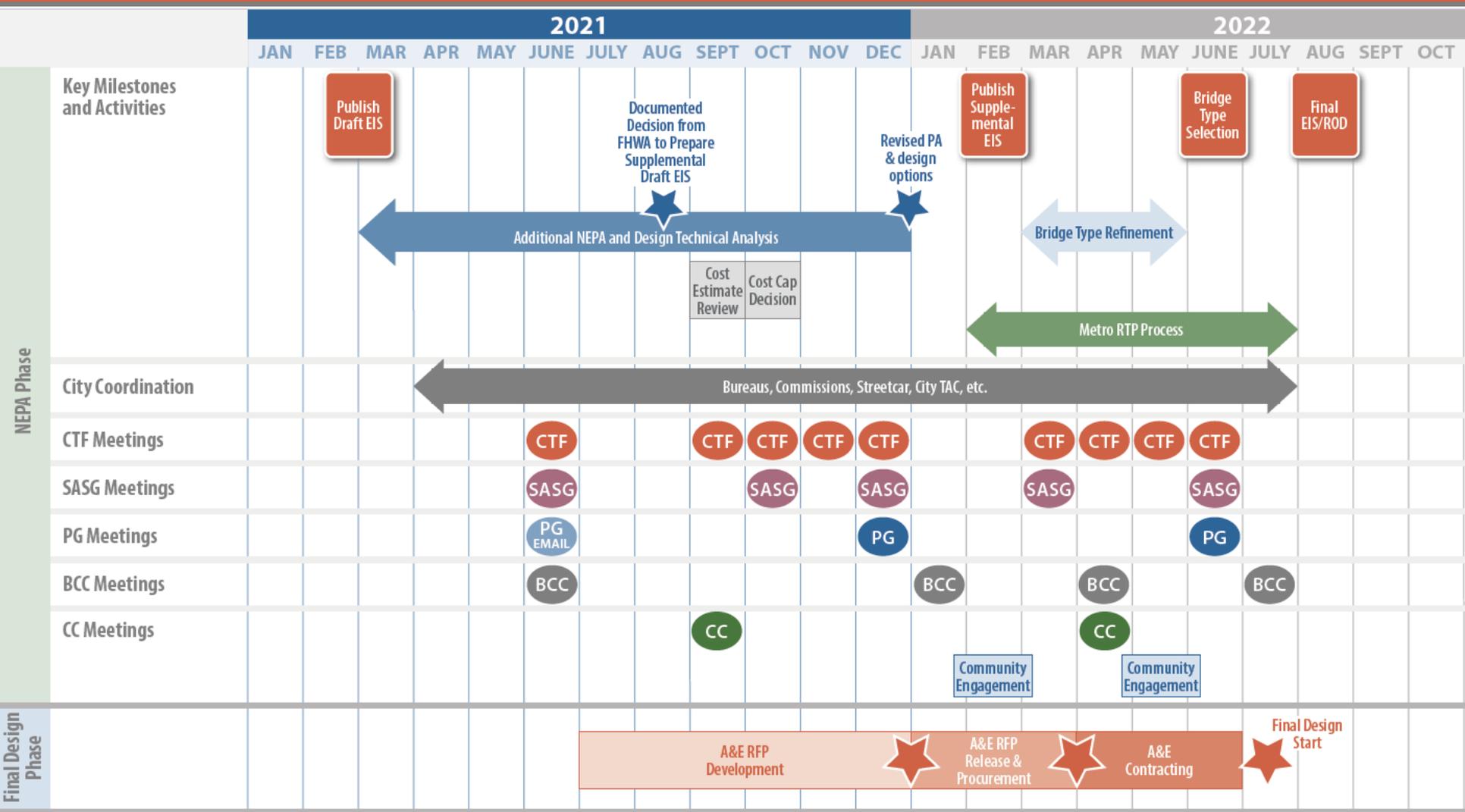


Key Schedule Changes

- Final EIS moved out six months to accommodate additional analysis
- Construction start moved to reflect when we think we'll have funding by



Updated Schedule & Workplan



Legend: BCC - Board of County Commissioners CC - City Council CTF - Community Task Force EIS - Environmental Impact Statement PA - Preferred Alternative PG - Policy Group
 ROD - Record of Decision RTP - Regional Transportation Plan SASG - Senior Agency Staff Group TAC - Technical Advisory Committee



Working Groups

Urban Design & Aesthetics

- Aesthetic / Urban Design insights per bridge type
- Recommendation on type selection evaluation criteria

July 2021

Bridge & Seismic

- Technical bridge design differentiators
- Seismic performance findings

July 2021

Constructability

- Construction methods and durations
- Range of potential impacts

Sept 2021

Natural Resources

- Impacts to natural resources

Summer 2021

Diversity, Equity & Inclusion

- Bridge option impacts to DEI principles

Fall 2021

Multi-Modal

- Technical input on the bridge uses, typical sections, and connections to the existing multi-modal networks

July 2021

Historic/Cultural Resources

- Impacts to historic and cultural resources

Fall 2021



- **Spring/Summer 2021 – Technical Analysis**
- **Fall/Winter 2021 – Committee meetings to review findings, county cost cap decision, cost saving recommendations and seek concurrence**
- **Fall/Winter 2021 – Continued Outreach to Community Stakeholders**
- **February 2022 – Community Outreach with Publication of Supplemental Draft EIS**
- **Spring 2022 – Finalize Type Selection Recommendation**
- **Summer 2022 – Final EIS and Record of Decision**





Open Discussion



Thank you!

